

Regional Policy Wins for 2011	Local Policy Wins
<p> <b>1. Include Transit funding in local Quality of Life sales tax initiative</b>  <b>2. Smart Growth Incentive Program- increase amount available</b>  <b>3. Restrict Smart Growth Incentive Program funds to project with 30 du/acre minimum.</b> </p> <p> <b>Recommendations for Advancing Sustainable Communities in the 2050 RTP</b> </p> <ol style="list-style-type: none"> <li>1. Recognize SCS as an important purpose of the RTP on a par with air quality conformity, financial constraint, and early implementation of TransNet;</li> <li>2. SCS should contain recommendation to avoid highway widening to undeveloped or rural areas where growth is not desirable. (example: Forego expansion of SR76 east of I-15, I-8 east of El Cajon, and SR94 east of Jamacha)</li> <li>3. Ensure balanced investment among highways, transit, and walk and bicycle projects during each time period 2010-2020, 2020-2035, and 2035-2050.</li> <li>4. Ensure that projects scheduled in the RTP for beyond the SCS milestone year of 2035 cannot leapfrog into the Regional TIP unless authorized via formal RTP amendment; and</li> <li>5. Invest in localized bicycle and walk connectivity and safety in Urban and Town Centers as a regional interest and SCS policy;</li> <li>6. Improve the transit system with broader coverage and more frequent, faster, and better tailored service, with emphasis on service in disadvantaged areas, Urban and Town Centers, and commute corridors;</li> <li>7. Support BRT service (with accompanying capital improvements), to start before 2035 with key routes before 2020,</li> <li>8. Add BRT service as HOV and managed lanes are completed on freeways to make full use of highway investments, and Rapid Bus on arterial</li> </ol>	<p>New Bike Share programs</p> <p>Adopt and implement Green TRIP</p> <p>Unbundle parking from new development in Transit priority areas</p> <p>Parking Maximums</p> <p>Parking Pricing Incentives</p> <p>Adoption of Complete streets policies by all jurisdictions (Currently only SD has in their Design Manual)</p> <p>Adoption of Multi-modal Level Of Service Policy, replacing antiquated LOS policy that favors autos over other modes.</p> <p>Local implementation of above policies in updates to general plans, community plans or specific plans.</p> <p>Transit Benefit ordinance adoption</p>

<p>streets;</p> <p>9. Support adding new LRT lines only by converting BRT/Rapid Bus lines where and if ridership warrants, funded from an LRT reserve beyond 2035;</p> <p>10. Use LRT funds to build BRT/Rapid Bus capital improvements before 2035, but reserve at least \$1.5 billion for BRT-to-LRT conversion after 2035 where high ridership warrants it;</p>	